

SECRET

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

OM-13

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION OPERATIONS IMMEDIATE	BOOK	MULTI	SINGLE	AF	X	
INFO OPERATIONS IMMEDIATE						

FROM:

SPECIAL INSTRUCTIONS

TO: DEPUTY COMDR ARS PACIFIC OUNIA ANNEX WHEELER AFB HAWAII

JWZ KD

INFO: HQ ARS ORLANDO AFB FLA

JESS H

INFO:  HICKAM AFB HAWAII

JWZ KD

INFO: HQ USAF AFGIG-5

JEZ HQ

SECRET  ADMIN 21-1-1-E

1. NONE.
2. GREAT CIRCLE OSV NOVEMBER, GREAT CIRCLE MIDWAY.
3. ETD EDWARDS 22/1800Z. ETA MIDWAY 23/0157Z.
4. NO SECONDARY ROUTE.
5. FLIGHT OF ONE U-2.
6. NONE

7. CALL SIGN

8. UHF

9.  ETA POSITION NUMBER 1,  22/2219Z. ETA

POSITION NUMBER 2,  22/2338Z.

10. TIME ENROUTE SECOND POSITION TO MIDWAY IS TWO HOURS AND TWENTY MINUTES. REQUEST  DEPART POSITION NUMBER 1 AT 22/2155Z

220200

DATE	TIME
21	
MONTH	YEAR
JAN	61

SYMBOL	<input type="text"/>
TYPED NAME AND TITLE (Signature, if required)	
<input type="text"/> MAJOR, OPS OFF	
PHONE	PAGE NR. 1 NR. OF PAGES 2
SECURITY CLASSIFICATION	

SIGNATURE	<input type="text"/>
Major, USAF Operations Off	

SECRET

ZWA-61-1

ZWA-61-1 cy#1

JOINT MESSAGE FORM 173-1 Approved For Release 2003/01/24 : CIA-RDP74B00776R000100130050-1

SECURITY CLASSIFICATION

CIA-RDP74B00776R000100130050-1

SECRET

FROM:

[Redacted]

PROCEEDING TO SECOND POSITION. LEAVE SECOND POSITION NOT EARLIER THAN 23/0045Z.

11. HICKAM AFB

12. ADDITION INFORMATION:

A. ONE PILOT ABOARD AIRCRAFT.

B. SURVIVAL EQUIPMENT, [Redacted]

C. COMMUNICATIONS EQUIPMENT, ARC-34, URC-4.

D. REQUEST THIS ORGANIZATION BE ADVISED [Redacted] CALL SIGN AND AIRCRAFT COMMANDER'S NAME.

25X1A

25X1A

SYMBOL

[Redacted]

PAGE  
NR  
2

NR OF  
PAGES  
2

SECURITY CLASSIFICATION

SECRET

INITIALS

RWR

THIS IS THE GENERAL BRIEFING FOR HQS MISSION NO. \_\_\_\_\_, TO BE FLOWN BY MR. \_\_\_\_\_  
ON \_\_\_\_\_.

THE CLASSIFICATION OF THIS BRIEFING AND THE MISSION IS TOP SECRET. THERE WILL BE NO DISCUSSION OF THIS MISSION UNLESS IN A SECURE AREA, WITH PROJECT CLEARED PERSONNEL, AND THEN ON A STRICT "NEED TO KNOW" ONLY.

THE PURPOSE OF THIS MISSION AS YOU HAVE BEEN BRIEFED, IS TO FULFILL AN URGENT REQUIREMENT FOR PHOTOGRAPHIC AND ELECTRONIC RECONNAISSANCE OF THE SOUTHEAST ASIA PENINS.

MR. \_\_\_\_\_, YOU ARE ASSIGNED AIRCRAFT # \_\_\_\_\_. THE AIRCRAFT HAS A TAIL NUMBER \_\_\_\_\_ AND LOCKEED DECALS NEAR THE COCKPIT. YOU WILL USE THE CALLSIGN \_\_\_\_\_, FOR TOWER AND MOBILE CONTROL COMMUNICATIONS. TAKE OFF TIME IS \_\_\_\_\_ LOCAL FOR A DURATION OF \_\_\_\_\_ HOURS AND \_\_\_\_\_ MINS TO LANDING. SPECIAL EQUIPMENT FOR THIS MISSION IS THE TRACKER, "B" CONFIGURATION, AND SYSTEMS # 3 and 6. YOUR FUEL LOAD WILL BE \_\_\_\_\_, WITH A PREDICTED FUEL RESERVE OF \_\_\_\_\_ GALS AT START OF PENETRATI  
25X1A

25X1A [ ] WILL NOW CONDUCT THE NAVIGATION PORTION OF THE BRIEFING, FOLLOWED BY [ ]  
25X1A [ ] WHO WILL BRIEF THE WEATHER.

SPECIAL EQUIPMENT & SYSTEMS OPERATION WILL BE COVERED IN THE SPECIALIZED BRIEFING, AS WILL YOUR INSTRUCTIONS FOR CELESTIAL.

YOU'VE ALREADY BEEN THOROUGHLY BRIEFED ON THE COVER STORY AND THE INTELLIGENCE ASPECTS OF THIS MISSION. THE LATEST DEVELOPEMENTS ARE \_\_\_\_\_. DO YOU HAVE ANY QUESTIONS AT THIS POINT?

COMMUNICATIONS:

1. YOUR CHANNELIZATION CARD WILL REMAIN THE SAME WITH STANDARD AF CHANNELIZATION AND THE COMMON NAVY FREQUENCIES IN THE OPTIONAL POSITIONS.

25X1 2. GUARD CHANNEL, [ ] WILL BE USED FOR EMERGENCY RESCUE OR RECALL, UNLESS YOU ARE  
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INSTRUCTED OTHERWISE AT PRETAKE OFF BRIEFING. However

FOR NORMAL AIR RESCUE ~~SUPPORT~~ SUPPORT AND UTILIZATION OF OTHER NAVAL AIRCRAFT AND  
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SURFACE SHIPS, THE FREQUENCIES USED ARE AS FOLLOWS: (THESE FREQUENCIES HAVE BEEN NOTED  
ON YOUR GREEN CARD) THE ROUTINE NAVAL AIRCRAFT, (PATROL & BARRIER) WILL BE GUARDING

THE USN SURFACE VESSELS WILL BE GUARDING

3. THERE WILL BE A [ ] AIRCRAFT ON ALERT AT [ ] FROM TWO HOURS PRIOR TO YOUR  
TAKE OFF UNTIL YOU LAND. HE WILL SCRAMBLE WHENEVER NEEDED WITH A MAXIMUM THIRTY  
MINUTES TO GET OFF. HIS CALLSIGN WILL BE [ ] YOUR PRIMARY FREQ FOR

CONTACT IS [ ] WITH A SECONDARY OF [ ] HE IS AN SA-16 WITH LF HMR  
advised the freq may vary 5 Kcs 2 ARS" 30 sec later - HE CAN HANG UHF

4. FOR SUPPRESSION OF RADAR, YOUR FLIGHT PLANNED DEPARTURE AND ARRIVAL POINTS AND TIMES  
WILL BE PASSED TO GCI PRIOR TO YOUR TAKE OFF. IF YOU DEVIATE PLUS OR MINUS TEN  
MINUTES OR TWENTY MILES, YOU SHOULD GIVE [ ] A CALL ON [ ]  
GIVING A REVISED ESTIMATE OR POSITION.

5. FOR ANY REPORTS OR QUERIES, YOUR MAXIMUM ALTITUDE WILL BE GIVEN AS ABOVE 45M.  
6. NORMAL TAKEOFF AND LANDING COMMUNICATIONS PROCEDURES WILL APPLY UTILIZING THE  
CALL SIGN \_\_\_\_\_, UNLESS OTHER INSTRUCTIONS ARE GIVEN AT PRE TAKEOFF BRIEFING.  
7. MR. \_\_\_\_\_ IS MOBILE CONTROL. HE WILL FILE YOUR CLEARANCE FOR YOU, IFR/VFR  
ON TOP, 100 NM RADIUS. MOBILE WILL MONITOR THE TOWER [ ] FOR TAKE OFF AND OUR  
FREQUENCY [ ] AFTER TAKE OFF AND PRIOR TO LANDING.

8. YOU SHOULD ~~INXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ GET A RADIO CHECK WITH THE TOWER  
IMMEDIATELY AFTER GETTING ABOARD SO THAT IF NECESSARY TO CHANGE RADIOS PRIOR TO  
TAKE OFF, WE CAN AVOID A DELAY.

TAKE OFF AND INFLIGHT PROCEDURES:

1. RECYCLE THE INVERTER ON THE RUNWAY PRIOR TO TAKE OFF.
2. THE HATCH COVERS WILL BE REMOVED MANUALLY ON THE RUNWAY PRIOR TO TAKE OFF.
3. DEPARTURE INSTRUCTIONS WILL BE GIVEN AT THE PRETAKE OFF BRIEFING.
4. IN THE EVENT OF AUTO PILOT MALFUNCTION, CONTINUATION OF THE FLIGHT WILL BE AT THE  
PILOTS DISCRETION. IF THE FLIGHT IS ABORTED, RETURN TO [ ] THE SHORTEST ROUTE  
POSSIBLE. BE SURE TO INFORM GCI OF YOUR ADIZ PENETRATION CHANGE.
5. AIR ABORT DUE TO CONFIGURATION MALFUNCTION WILL BE AS BRIEFED BY MR. \_\_\_\_\_.

7. NO PILOT OPTION DEVIATION IS AUTHORIZED.  
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25X1A

8. AT A POINT 50 NAUTICAL MILES PRIOR TO POINT ALFA, IF CONTRAILS ARE HEAVY AND PERSISTENT  
OR  
AND WX CAT 2 (1 ~~ON~~ 2/8 SCAT) OR BETTER, ABORT THE MISSION. IF THE WX IS CAT 3 OR  
WORSE, CONTINUE THE MISSION AND TRY TO CLIMB ABOVE THE CON LEVEL. AFTER POINT ALFA  
IF CONTRAILS ARE HEAVY AND PERSISTENT AND WX CAT 3 OR BETTER, ABORT VIAL PT II AND  
POINT JJ. ON THIS FLIGHT LINE TURN THE "B" ON MODE FOUR. [ ] WILL COVER THIS  
ROUTE AND PROCEDURES MORE THOROUGHLY AT THE SPECIALIZED BRIEFING.

25X1A

9. THE RECALL PLAN FOR THIS MISSION IS AS FOLLOWS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

#### INFLIGHT EMERGENCIES

1. MR \_\_\_\_\_, DO YOU HAVE ANY QUESTIONS AS TO THE PROCEDURES TO BE FOLLOWED IN THE  
EVENT OF LOSS OF: OXYGEN, OIL PRESSURE, FUEL BOOSTERS, OR A REDUCTION IN HYD. PRESS?

2. ~~IN~~ THE EVENT OF A FLAMEOUT, PRIOR TO PENETRATION, DESCEND TO RELIGHT ALTITUDE(35M) AND  
ATTEMPT AT LEAST TWO AIRSTARTS BEFORE DECLARING AN EMERGENCY. IF THE AIRSTART IS  
SUCCESSFUL, CLIMB BACK UP TO 55,000 AND RETURN TO [ ] BY THE MOST DIRECT, UNLESS IN  
YOUR ESTIMATION IT IS MORE ADVISABLE TO LAND AT YOUR NEAREST DESIGNATED EMERGENCY AIRFIELD.  
AGAIN REPORT YOUR CHANGE OF PENETRATION POINT AND ETA TO THE ADIZ IF APPLICABLE.  
IF THE AIRSTART IS UNSUCCESSFUL, AND AN EMERGENCY FIELD IS NOT AVAILABLE, UTILIZE  
GUARD CHANNEL WITH YOUR NORMAL CALL SIGN, GIVING YOUR POSITION AND INTENTIONS. I'D  
SUGGEST DELAYING AS LONG AS POSSIBLE IF YOU'RE OVER HOSTILE TERRITORY, OF COURSE BASED  
ON YOUR POSITION, YOU MAY BE ABLE TO UTILIZE OR GAIN ASSISTANCE FROM SURFACE VESSELS  
SHOWN ON YOUR MAP. AS YOU RECALL FROM YOUR EARLIER BRIEFING YOU ARE ADVISED TO DITCH  
OR BAILOUT OVER THE WATER IN PREFERENCE TO LANDING IN HOSTILE OR DENIED TERRITORY, IF  
IT BECOMES NECESSARY TO ABANDON THE AIRCRAFT NEAR HOSTILE TERRITORY, YOU WILL INSURE  
THAT THE DETONATOR IS ACTUATED ON EVACUATION. YOU WILL JETTISON THE CANOPY AND THROW  
ALL MISSION MAPS, LOGS AND FLIGHT INFORMATION OVERBOARD, [ ]

25X1

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25X1A

3. CONCERNING THE RECOVERY AIRFIELDS, AS INDICATED BY [ ] THE DESIGNATED FIELDS  
IN ORDER OF PRIORITY ARE [ ]

25X1A

25X1A

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SPECIAL INSTRUCTIONS :

1. ANY EVIATIONS FROM HAN BOOK PROCE URES WILL BE REPORTED AT DEBRIEFING.

2. THE SPECIALIZED WILL BE CONDUCTED HERE AT THE CONCLUSION OF THIS BRIEFING.

3. PRE-TAKEOFF BRIEFING WILL BE AT TAKE OFF MINUS ONE HOUR AND FIFTEEN MINS,

4. DEBRIEFING WILL BE ACCOMPLISHED LANDING PLUS THIRTY MINS HERE IN OPS.

5. I'D LIKE TO REMIND YOU TO BE SUPE TO RECORD THE ALTITUDES AND FREE AIR TEMP AT EACH POINT ON YOUR CARD.

25X1A

ARE THERE ANY QUESTIONS?  DO YOU HAVE ANY COMMENTS ?

MAINTENANCE REQUIREMENTS FOR 358 FERRY

ITEM	ITEM NO.	QTY.	WT.	CU.
Oxygen Cart (With 6 Bottles)	D-3-7	1	1330	155.0
Nitrogen Cart (With 2 Bottles)	D-3-27	1	395	24.6
Rollaway (Crew Chief)	D-3-	1	300	10.5
Rollaway (Elect. Staging Box)	D-3-	1	208	10.5
Tow Bar (Small/On Jeep)	—	—	—	—
Tail Turning Bar	D-3-75	1	10	2.0
Fuel Pumper	D-3-12	1	96	7.0
Fuel Pumper	D-3-13	1	96	7.0
Box (Fuel Pumper Hoses, Etc)	D-3-1G	1	200	8.0
Set Pogos (2 On Jeep)	—	—	—	—
Ladders (Six Foot)	D-3-19	2	39	10.0
Radio—Jeep Mounted	—	—	—	—
Nitrogen Bottle	D-3-27	1	150	8.0
Jeep	D-3-23	1	3400	350.0
Cart—Airplane	D-3-95	1	3150	548.0
Dolly—Aft Fuselage	D-3-87	1	700	240.0
Tail Wheel (On Jeep)	—	—	—	—
Screen R.H. (J-75)	D-3-104	1	35	4.5
Engine Removal Tracks (J-75)	D-3-219	1	147	24.0
Box — E&M Manuals	D-3-15	1	50	3.0
MSP Cart (Crew)	D-3-9	1	170	10.0
Kit (Crew Chief)	D-3-9A	1	85	2.2
Tester—Fuel Flow	D-3-165	1	92	10.0

MAINTENANCE REQUIREMENTS FOR 358 FERRY

ITEM	ITEM NO.	QTY.	WT.	CU.
Box -- Packing	D-3-1A	1	202	8.0
Box -- Packing	D-3-1B	1	194	8.0
Box -- Packing	D-3-1C	1	195	8.0
Box -- Packing	D-3-1D	1	155	8.0

TOTAL	11399	1465.7
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PERSONAL EQUIPMENT REQUIREMENTS -

2	209	14.7
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SECURITY REQUIREMENTS-

B-2-4	1	157	3.5
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B-2-2	1	100	4
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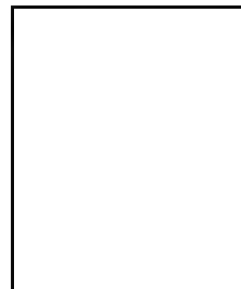
TOTAL CARGO	11865	1487.9
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PERSONNEL	1800
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TOTAL CARGO & PERSONNEL	13665
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PERSONNEL REQUIREMENTS -

Operations	-
Pers Equip	-
Security	-
Maint	-
Maint	-
Maint	-
Maint	-
Commo	-



25X1A